



Bay to Bay Link Feasibility Study

City of San Diego
Transportation & Drainage Design Division, Engineering & Capital Projects
Redevelopment Agency, Community & Economic Development



BAY TO BAY LINK FEASIBILITY STUDY

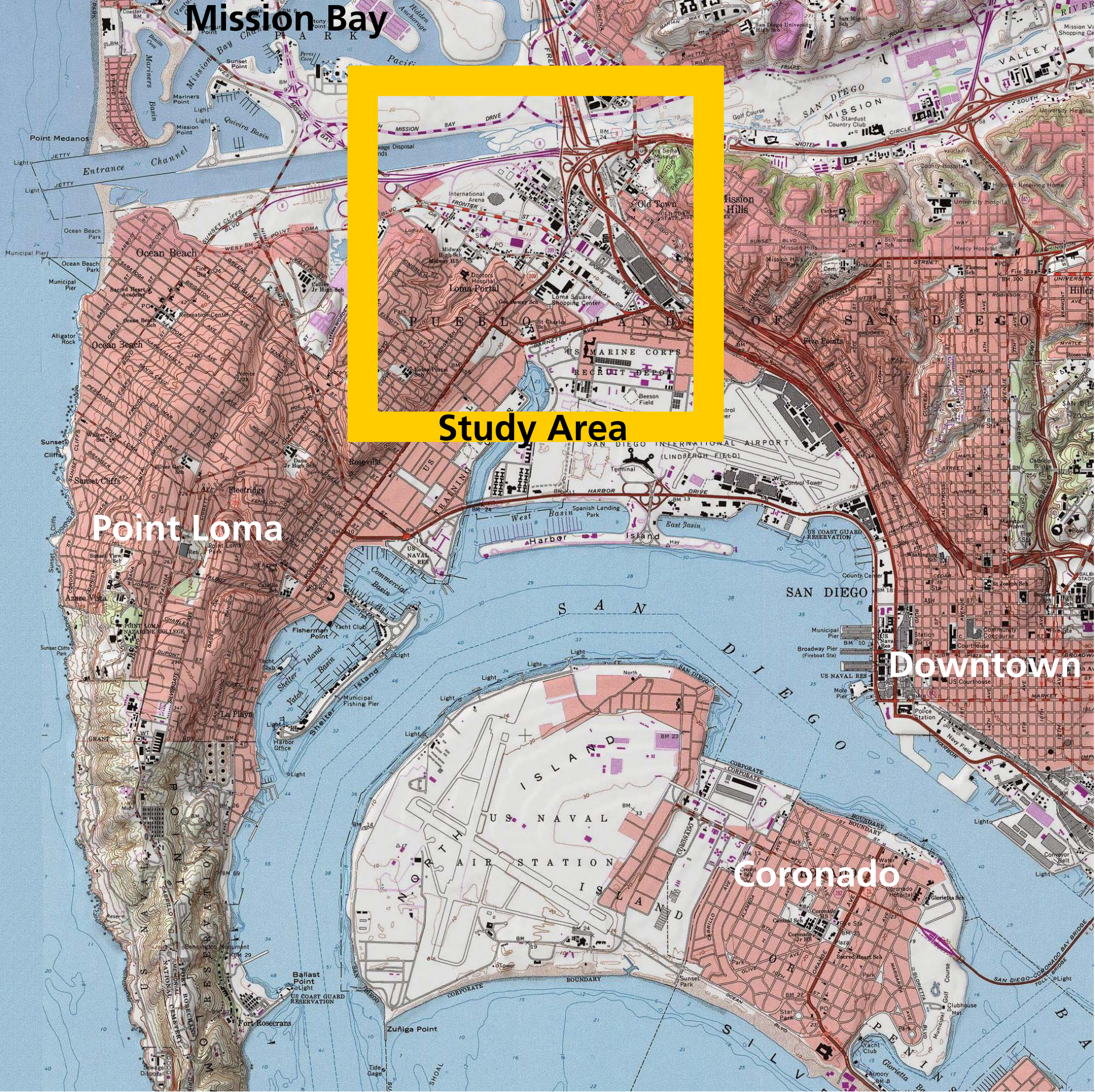


Table of Contents

Executive Summary

A. Introduction to the Study
Previous Work 1
History & Geography 2
Goals & Approach of the Study 3
Community Participation 4

B. Basis for the Study Alternatives
Opportunities & Constraints Diagram 6
Public Ownership Diagram 9
Land Use 10
Public Parks and Open Space 13
Transportation 16

C. Concept Alternatives
Park System Link 21
Non-Tidal Channel 26
Navigable Channel 32

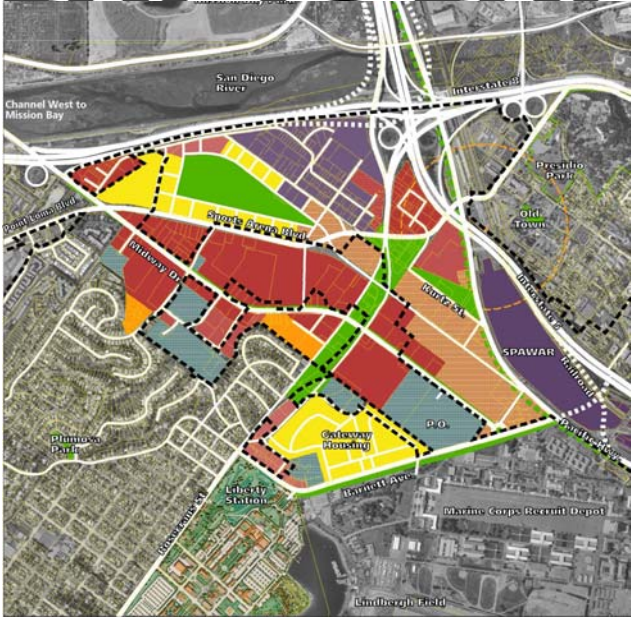
D. Evaluation of the Alternatives
Construction and Maintenance Costs 42
Economic Summary 45

Acknowledgements 49

Appendices

I. List of Figures 1
II. Biological Resources 2
III. Water Quality 9
IV. Noise 16
V. Visual Quality 19
VI. Air Quality 24
VII. Cultural Resources 26
VIII. Waterfront and Civil Engineering 32
IX. Dry Utilities 38
X. Transportation 42
XI. Limited Geotechnical Evaluation 49
XII. Limited Hazardous Materials Technical Study 63
Letter to CCDC on Hazardous Materials 106
XIII. Public Parks and Open Space Costs 117
XIV. Economics 118
XV. Public Meetings and Input 160
XVI. Permittees and Summary of Comments 171
Bibliography 178

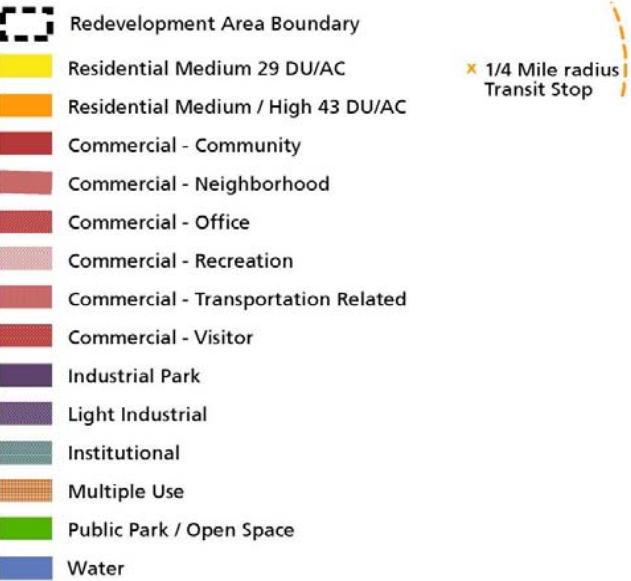
BAY TO BAY LINK FEASIBILITY STUDY



Park System Alternative

Description

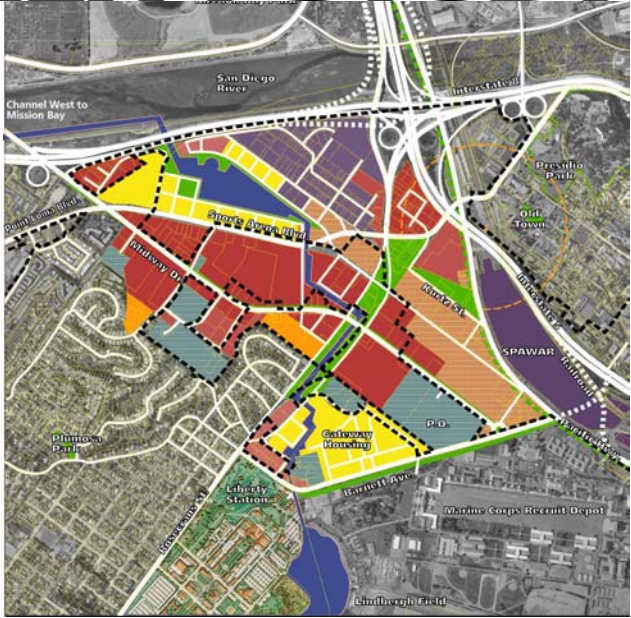
- Network of public park land coupled with bicycle and pedestrian routes connect to paths along the bays and river
- 56 acres of parks link residential, school, commercial and multiple use development
- Public transit throughout
- Realignment of intersection at Sports Arena and Rosecrans St.
- Realignment of Rosecrans St. for a neighborhood park
- Allows for future channel



Non-Tidal Channel Alternative

Description

- Two inland-water channel loops with harbors for small boats
- Parkway adjacent to the channels for pedestrian activity
- Waterfront development links commercial, residential and multiple use
- Network of public park land coupled with bicycle and pedestrian routes connect to paths along the bays and river
- 29 acres of parks link residential, school, commercial and multiple use development
- Public transit network
- Realignment of intersection at Sports Arena and Rosecrans
- Realignment of Rosecrans St. for a neighborhood park
- The width of the channels vary from 20-75 feet wide
- The 8 foot deep channel is contained within vertical walls
- Pumps for water circulation



Navigable Channel Alternative

Description

- Boat access between San Diego Bay and Mission Bay via channel in the San Diego River
- Inland harbor for boats
- Six bridges cross the channel
- Waterfront development of residential and multiple use
- 34 acres of public parks (not including water area)
- Pedestrian/bicycle and public transit network throughout
- Realignment of intersection at Sports Arena and Rosecrans
- Realignment of Rosecrans St. for Neighborhood park
- The 17 foot deep channel is contained within vertical walls
- The width of the channel varies with an average of 50 feet
- Flood gates required in the San Diego River and at Mission Bay
- Pumps assist in water circulation
- Channel is dredged through San Diego River and the center Jetty of Mission Bay

Executive Summary

This document presents the feasibility of linking San Diego Bay and Mission Bay with a navigable channel. Additionally, it assess two other options that would provide some of the benefits of the connection with less impacts and costs.

Each alternative is based upon the proposed land uses of the Midway/Pacific Highway Corridor Community Plan (1999) within the 30 foot height limit. The land uses shown include actions since the adoption of the Community Plan Amendment, such as the City's acquisition of the Naval Training Center, the Navy's development of its Space and Naval Warfare Systems Command, retention of the Marine Corps Recruit Depot, Lindbergh Field and the Midway post office.

The alternatives were developed to:

- minimize conflicts with known obstacles such as landfills, contaminated soils, large underground utilities; and
- improve availability of community and neighborhood parks, and open spaces with pedestrian/bicycle linkages;
- improve transit and vehicular circulation; and
- enhance the character of the Midway Community.

The Study addressed the following issues for each alternative. Results register as either economic or environmental costs.

- **Air Quality** - motor exhaust during construction and autos
- **Biological Resources** - native habitat in the river and bays
- **Cultural Resources** - historic buildings and archaeology
- **Dry Utilities** - telephone, cable, gas, and electric systems
- **Economics** - public expenditure and revenue
- **Geotechnical Engineering** - soils and seismic faults
- **Hazardous Materials** - underground storage tanks, landfills
- **Waterfront Engineering** - channel, circulation, flood control
- **Land Use and Urban design** - composition and character
- **Noise** - motors through construction and new use
- **Storm/Sanitary Sewer** - alignment and upgrade network
- **Transportation** - automobile, transit, bicycle, pedestrian
- **Visual Quality** - impacts through construction
- **Water Quality** - mixing of the bay's pollutants

BAY TO BAY LINK FEASIBILITY STUDY



Park System Alternative



Non-Tidal Channel Alternative



Navigable Channel Alternative

Executive Summary

A Navigable Channel Alternative that connects San Diego Bay and Mission Bay is not considered appropriate due to the public expenditure and impact on the environment.

While a navigable channel alternative may be feasible in terms of engineering capability, it has substantive environmental constraints related to potential loss of sensitive intertidal wetland ecosystems, possible contamination by hazardous wastes and toxic chemicals contained in historic abandoned landfills, and the translocation of noxious, invasive species.

The other two options have various levels of feasibility. Although both show public investiture beyond revenue generation, the Parks System alternative provides benefits to the environment while the Non-Tidal Alternative poses moderate impacts.

In any of the alternatives, specific principles should prevail.

- Redevelopment of the Midway Community should include public parks to meet the needs of the residential population. These parks should be designed to detain and filter storm water runoff.
- New public transit should serve current and future development of Midway. Realignment of non-standard intersections and reduction of excessive curb cuts should enhance the experience and safety of motorists.
- Private and public property owners can benefit through the Redevelopment Agency’s provisions for hazardous materials clean-up and utility upgrade.

	(\$2003).	Surplus / (Deficit)	Surplus / (Deficit)	Surplus / (Deficit)
Economic Summary		Park System	Non-Tidal	Navigable
Present Value of:				
Project Generated Net Revenue (Deficit)				
Project Generated Revenue		\$ 79,871,298	\$ 130,490,952	\$ 94,814,445
Project Costs		\$ (324,658,251)	\$ (433,383,941)	\$ (574,315,112)
Project Generated Net Revenue (Deficit)		\$ (244,786,953)	\$ (302,892,989)	\$ (479,500,668)
Fiscal Revenue (Deficit)				
Tax Increment Revenue (Deficit) to Redevelopment Agency		\$ 26,129,446	\$ 30,251,265	\$ 24,457,346
Property Tax Revenue (Deficit) to City of San Diego		\$ 2,570,078	\$ 2,994,616	\$ 2,417,491
Net Sales Tax & TOT Revenue (Deficit)		\$ 996,956	\$ 257,999	\$ (3,181,015)
Net Fiscal Revenue (Deficit)		\$ 29,696,480	\$ 33,503,880	\$ 23,693,822
Project Deficit Before Fiscal Cost of Services to		\$ (215,090,473)	\$ (296,389,108)	\$ (455,806,846)
New Development				
Source: Economics Research Associates.				

Summary of Environmental Feasibility		Park System	Non-Tidal	Navigable
Air Quality		High Feasibility	Moderate	Moderate
Biological Resources		High Feasibility	High Feasibility	Low Feasibility
Cultural Resources		High Feasibility	High Feasibility	High Feasibility
Geotechnical		High Feasibility	Moderate	Low Feasibility
Noise		High Feasibility	Moderate	Moderate
Visual Quality		High Feasibility	Moderate	Moderate
Water Quality		High Feasibility	Moderate	Low Feasibility



A. Introduction to the Study

